

September 16, 1937

Minutes of the Two Hundred Thirty-sixth Special Meeting of the State Highway Commission, held in San Antonio, Texas, with the following Members being present:

Robert Lee Bobbitt Chairman
 John Wood Member
 Harry Hines Member

14052 Motion by Mr. Wood, seconded by Mr. Hines, that a special meeting of the State Highway Commission was opened at 2:30 P. M., at San Antonio, Texas on September 16th, 1937.

14053 It is ordered by the Commission that each of the following contracts having been examined by the Commission and it being found that it complies with the order of award by the Commission is hereby approved in accordance with Section 12, Chapter 186, General Laws of Texas as passed by the 1925 Legislature, 39th Regular Session.

COUNTY	CONTROL#	PROJECT#	LENGTH	DATE AWARDED	CONTRACTOR	AMOUNT
Kaufman	95-5-8	F.130-ACD	Reop6.119	8-5-37	R. B. Smith	\$ 77,164.26
Mills	55-1-1	F.715-A	14.847	8-5-37	Hannah Construction Co.	133,441.79
Angelina	319-4-8					
Trinity	319-3-8		3.909	8-5-37	R. B. Smith	17,394.51
Burnet & Blanco	252-2-7					
	252-3-6		9.448	8-5-37	Cage Brothers	36,501.75
Cochran	130-1-2		13.454	8-5-37	Lone Star Const. Co.	15,467.80
Floyd	453-1-2		10.947	8-5-37	Lone Star Const. Co.	12,208.50
Grayson	410-1-7		12.157	8-5-37	Russ Mitchell, Inc.	197,331.96
Hill	121-3-9		13.331	8-5-37	E. Loyd	72,869.40
Irion	77-3-2					
	77-4-3		19.528	8-5-37	H. B. Zachry Company	71,566.68
Lynn	297-5-3		11.203	8-5-37	Lone Star Const. Co.	12,535.16
Nacogdoches	59-1-7		14.623	8-5-37	Holland Page	54,318.16
San Saba	289-6-2		1.299	8-5-37	J. B. Clardy Const. Co.	22,404.09
Rusk	462-1-2	WFSO 895-B	2.224	7-12-37	J. S. Moore & Sons	31,230.80
Galveston	367-3-4					
	367-4-3					
	367-6-2		12.590	8-5-37	Haden & Austin, Inc.	4,705.65
Baylor	124-5-5		11.954	9-7-37	Cocke & Braden	20,296.84
Cherokee	199-3-7	FAP 353-D	7.421	9-7-37	A. L. Mays	13,803.33
Ector	4-7-7	FAP 235-ABCD	3.072	9-7-37	Bell & Braden	131,983.48
	4-6-4	FAP 263-D	8.257			
Hansford	355-5-6		18.881	9-7-37	H. B. Zachry Company	10,388.84
Hudspeth	2-4-10	FAP 439-G	0.132			
	2-4-11	FAP 439-J	0.053			
	2-5-6	FAP 245-ABCD	9.811	9-7-37	Keliher Const. Co.	181,028.33
Smith	165-1-8	FAP 147	6.006			
	520-1-1		0.173	9-7-37	Texas Bitulithic Co.	132,681.34
Wise	352-2-3		2.294	9-7-37	T. E. Sanderford	23,710.30

14053 It is ordered by the Commission that N.R.W.R. 113, Section 2, Highway Nos. 66 and 79, Archer County, be cancelled. This project has been recommended for the Federal Aid Grade Crossing Program (1938-1939) and its cancellation will make funds available for setting up another N.R.W.R. project, where present conditions indicate a possibility of the Works Progress Administration's being able to furnish sufficient relief labor.

14055 In Bell and McLennan Counties, in accordance with Minute No. 13241 passed on January 18, 1937, it is hereby ordered that a project be added to the 1938 Secondary Highway Program providing for the construction of grading and drainage structures from Moody in McLennan County south to the intersection with the present graded road five miles north of Belton in Bell County.

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14055 continued--

The total estimated cost is \$131,400.00 and the length is 12.53 miles. The State Highway Engineer is directed to submit a request to the Bureau of Public Roads providing for this program addition from the first funds that may accrue from this program of work.

14056

In Brewster County, it is ordered that a project be added to the 1938 Regular Federal Aid Program as Item No. 6, Division No. 24, providing for the landscaping of the triangle intersection and approaches of Highway No. 3 and No. 10 at a total estimated cost of \$7,000.00, 50 per cent being Federal funds and 50 per cent being State funds, and the State Highway Engineer is directed to submit a request to the U. S. Bureau of Public Roads providing for this program addition.

14057

In Cherokee County, it is ordered by the Commission that an appropriation of \$6,124.39 be made to cover the estimated cost to the Highway Department of a joint Soil Conservation Service and State Highway Department Project providing for widening the roadway, filling up the ditches, sodding and other soil erosion prevention work on that section of Highway 43 from 6 miles west of Jacksonville west, a distance of 1.037 miles, the estimated cost to the Soil Conservation Service being estimated at \$7,228.44. This work is to be done under the direction of the State Highway Engineer through the Maintenance Division.

A.F.E. 37-334

14058

The Commissioners' Courts of Comanche and Eastland Counties having agreed by official order of the Commissioners' Courts to furnish not less than 100' right-of-way on State Highway No. 81 from De Leon via Desdemona to a connection with State Highway No. 1 at or near the intersection of Highways No. 1 and No. 89 on location approved by the State Highway Engineer, it is ordered that the State Highway Engineer proceed with location surveys and preparation of right-of-way data and that right-of-way deeds be delivered to the Counties. This action is taken with the understanding that the Counties are anxious to proceed with the securing of required right-of-way, and with the further understanding that there are no State funds available for construction within the near future, and the acquisition of required right-of-way does not obligate the Department to undertake early construction.

14059

In Ector County, on Highway No. 158, N.R.W.R. 30, Section 3, it appears that, unless State funds are made available, the caliche base course, estimated to cost \$37,434.00, extending from Midland County line to intersection with State Highway No. 51, cannot be completed.

It is, therefore, ordered by the Commission that \$3,000.00 State funds be appropriated to supplement W.P.A. and P.W.A. funds.

A.F.E. 37-335

14060

In Freestone County, an increased appropriation of \$800.00 is hereby made for the completion of roadside improvement work on FAP 453-B, Reopened, Unit III, Control 205-6-5, Highway No. 43. This overrun is due to engineering cost exceeding the amount set up for that purpose, and to omission of royalty on borrow from the project agreement.

A.F.E. 37-336

14061

In Galveston County, PWA Docket No. Texas 1968-R, Galveston Causeway, it having been necessary to establish a wage scale for "Sand Blaster" which is not provided for in the original specifications, and it having been noted that a supplementary wage scale has been presented by the Contractor and approved by the Supervising Engineer which provided a minimum wage rate of sixty-two and one-half ($\$0.62\text{-}1/2$) cents per hour; the said supplementary wage scale is hereby approved.

14062

In Galveston County, PWA Docket No. Texas 1968 R, Galveston Causeway, it having been necessary to establish a wage scale for "Steel Clerk" which is not provided for in the original specifications, and it having been noted that a supplementary wage scale has been presented by the Contractor and approved by the Supervising Engineer which provided a minimum wage rate of fifty ($\$0.50$) cents per hour; the said supplementary wage scale is hereby approved.

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14063

In Hockley County, Highway No. 24, it appears that sufficient labor is available to construct a caliche base course, extending from Cochran County line east to Levelland, a distance of 14.0 miles, thus completing the only remaining section between Lubbock and the New Mexico line which is not all-weather road.

It is, therefore, ordered by the Commission that this project, N.R.W.R. 33, Section 4, Unit II, be included in the N.R.W.R. Program and that \$17,000.00 State funds be appropriated to supplement P.W.A. and W.P.A. funds for the construction of this proposed work, estimated to cost approximately \$68,500.00.

A.F.E. 37-337

14064

It is ordered by the Commission that in Jefferson County for the Neches River Bridge Project, PWA Docket 8080-R, that this minute be adopted as a request to the Federal Emergency Administration of Public Works for an extension of the time of completion for the Neches River Bridge Project from February 28, 1938, to July 1, 1938, such extension of time being considered necessary for the proper completion of the project including painting and adjusting of final details and to allow for some extension of time due the contractor due to possible bad weather conditions and unforeseen contingencies.

This order is not to be considered as being a waiver of any enforcement of liquidated damages against the contractor for non-completion within his contract time except as may be considered by the Owner as the proper legitimate time for extension of completion date.

14065

Whereas, certain right-of-way was secured from E. R. Brown and W. C. Proctor of Dallas County, Texas, and John B. Greer of Caddo Parish, Louisiana, as Independent Executors of the Estate of George C. Greer; and Eleanor S. Minor, for herself and as Independent Executrix of the Estate of F. D. Minor, of Jefferson County, Texas, for the construction of Highway No. 40, Jefferson County, Texas; and

Whereas, it has been found advisable to make a line change through this property and in so doing this land is no longer needed for right-of-way purposes; and

Whereas, the above parties are agreeable to executing a new deed, conveying to the State the necessary right-of-way on new location without cost to the State; and

Whereas, the consideration in the original deed was One (\$1.00) Dollar and other considerations, paid by Jefferson County.

It is, therefore, ordered by the Commission that the Governor be requested to execute a deed conveying back to the original owners, for the consideration of One (\$1.00) Dollar, which is to be paid to Jefferson County in accordance with the Statutes.

14066

Whereas, certain right-of-way was secured from Annie H. Johnson for the construction of Highway No. 40, Jefferson County, Texas; and

Whereas, it has been found advisable to make a line change through this property and in so doing this land is no longer needed for right-of-way purposes; and

Whereas, Annie H. Johnson is agreeable to executing a new deed, conveying to the State the necessary right-of-way on new location without cost to the State; and

Whereas, the consideration in original deed was Eleven Hundred Twenty-five (\$1,125.00) Dollars and other considerations paid by Jefferson County.

It is, therefore, ordered by the Commission that the Governor be requested to execute a deed conveying back to Annie H. Johnson, for the consideration of Eleven Hundred Twenty-five (\$1,125.00) Dollars, which is to be paid to Jefferson County in accordance with the Statutes.

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14067

Whereas, certain right-of-way was secured from Bird Cooper Sholars et vir, Wallace Sholars; Margaret Cooper Jacoway et vir, H. M. Jacoway; Steve M. King and H. M. Jacoway - Independent Executors of the Estate of S. B. Cooper, Jr; for the construction of Highway No. 40, Jefferson County, Texas; and

Whereas, it has been found advisable to make a line change through this property and in so doing, this land is no longer needed for right-of-way purposes; and

Whereas, the above parties are agreeable to executing a new deed, conveying to the State the necessary right-of-way on new location without cost to the State; and

Whereas, the consideration in original deed was Two Hundred Fifty (\$250.00) Dollars paid by Jefferson County.

It is, therefore, ordered by the Commission that the Governor be requested to execute a deed conveying back to the above named parties, for the consideration of Two Hundred Fifty (\$250.00) Dollars, which is to be paid to Jefferson County in accordance with the Statutes.

14068

In Jefferson County, an increased appropriation of \$2,127.08 is hereby made for the completion of grading work on Control 306-3-6, Highway No. 87. The overrun is due to underestimating quantity of drag-line excavation required for construction through this marshy section.

A.F.E. 37-338

14069

In Kerr County, an increased appropriation of \$3,937.35 is hereby made for the completion of grading, structures, base course and asphalt surfacing on FAP 405 Reopened, Unit III, Control 142-5-10, Highway No. 27. This overrun is caused by necessary changes in material sources and necessity for extra work not covered by the original appropriation.

A.F.E. 37-339

14070

In Kimble County, it is ordered that Item 1, Division 7, of the 1938 Regular Federal Aid Program be withdrawn and included in the 1939 Regular Federal Aid Program. This project consists of surfacing of Highway No. 27, extending from Junction to Johnson Fork, a distance of 8.5 miles at a total estimated cost of \$76,000.

It is hereby further ordered that a project be substituted in the 1938 Regular Federal Aid Program for the project withdrawn above consisting of a bridge and approaches on Highway No. 27 at Copperas Creek, approximately 16 miles west of Junction, at a total estimated cost of \$90,000, 50% to be Federal funds, and the State Highway Engineer is directed to submit a request to the U. S. Bureau of Public Roads providing for these project adjustments.

14071

It is ordered by the Commission that, effective at once or as soon as the necessary changes can be made, Lampasas County be made a part of the Brownwood Division, No. 23.

14072

In Lavaca and Wharton Counties, it is ordered by the Commission that the State Highway System as approved on March 19, 1930, and subsequently modified, be further modified so that the description of State Highway No. 200 and No. 253 shall be as follows:

No. 200: From Gonzales via Hallettsville to Wharton.

No. 253: From Hallettsville to Eagle Lake.

14073

In McLennan County, on Highway No. 7 from the Coryell County line to a point 8 miles west of Waco, it is hereby ordered that Minute #13577 passed on April 7, 1937 providing for an experimental section of concrete pavement be hereby rescinded.

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14074

In McLennan County, the movement having been inaugurated to construct a suitable and appropriate landscape project, extending through said county on State Highway No. 2, using Crepe Myrtle as the principal item of planting, and it appearing that McLennan County is ready to comply with the Commission's requirements regarding the removal of advertising signs and the protection of adjoining property against them, and in order to provide further incentive and encouragement to these people, the Commission orders as follows:

First, that we will be glad to have prepared tentative designs for planting on Highway No. 2, with Crepe Myrtle as the leading item, such tentative plans to be drawn by the Landscape Department and submitted to civic organizations, interested in this plan for McLennan County, for review.

Second, that upon an agreement between the Department and McLennan County, either officially or through its civic bodies, and the actual consummation of contracts and agreements relative to outdoor advertising, the Department will submit to the Bureau of Public Roads a project extending through McLennan County as above outlined, same to be requested of the Bureau of Public Roads under the plan by which a portion of all Federal Aid funds go for work of this character.

Third, should it be found more desirable, instead of submitting this project on State Highway No. 2 entirely through McLennan County, to substitute a section in Bell County from Temple north to the McLennan County line, exclusive of the project already authorized, and also the short section through Falls County, in lieu of State Highway No. 2 north of Waco, this order will be understood to approve such change if found mutually desirable. Upon the passage of this order, the State Highway Engineer is directed to contact the organizations in McLennan County with reference to same, in order that the project may be finally set up as soon as possible.

14075

In Orange County, an increased appropriation of \$718.00 is hereby made for the completion of grading work on Control 306-2-2, Highway No. 87. The overrun is due to underestimating quantity of dragline excavation required for construction through this marshy section.

A.F.E. 337-340,

14076

In Palo Pinto County, the attention of the Commission having been called to a contract made on July 3, 1934, by and between the State Highway Department and the Lone Star Gas Company, whereby the Department changed the location of Highway No. 193 in order to prevent it passing through the Gordon Gasoline Plant property, said change being made upon allegations of the Lone Star Gas Company that said installation would be one that would be dangerous to the traveling public.

Attention of the Commission is called to the fact that the Lone Star Gas Company has expended approximately \$8,500.00 to make this change, and the further fact that testimony of competent witnesses indicates that said installation would have been hazardous to the public, said view having been generally agreed to as evidenced by the Washington Office of the Bureau of Public Roads on November 4, 1936.

It is further noted by the Commission that the difference in construction cost between the original line and the final line was \$2,699.74. It is the opinion of the Commission that since evidence is at hand that the road as built is a better and safer route and that the additional construction cost was \$2,699.74, that such amount be borne by the State and that the contribution of the Lone Star Gas Company to the change shall be the amounts which they have already paid out for right-of-way, Contractor's delay, etc., and that this matter may be closed out when the State Highway Engineer has notified the Lone Star Gas Company and secured their approval to this order as finally closing the contention.

14077

In Reeves County, it is hereby ordered that Item 5, Division 6, of the approved 1937 Regular Federal Aid Program providing for landscaping of Highways No. 17 and No. 196 between Toyahvale and point 3 miles northeast of Balmorhea at an estimated total cost of \$15,000.00

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be withdrawn from the program, as it now appears that expensive roadway work for which funds are not available will be necessary prior to landscaping, and the State Highway Engineer is directed to submit a request to the U. S. Bureau of Public Roads providing for this program withdrawal.

14078

WHEREAS, certain right-of-way was secured from S. S. Laird and wife, Maude Laird, for the construction of State Highway No. 26 in Rusk County; and

WHEREAS, said right-of-way consists of 2.90 acres of which 0.17 acre lies outside the regular 120 foot right-of-way and was used as a borrow pit; and

WHEREAS, the Highway Department has no further use of the 0.17 acre borrow pit;

IT IS, THEREFORE, ordered by the Commission that the Governor be requested to execute a deed, conveying this 0.17 acre borrow pit back to S. S. Laird and wife, Maude Laird.

14079

In Shelby County, an increased appropriation of \$1,050.00 is hereby made for the completion of grading work on FAP 224 Reopened, Unit II, Control 175-2-14, Highway No. 35. This overrun is caused by increased quantity of common borrow, due principally to inadequate allowance for shrinkage.

A.F.E. 37-341

14080

In Shelby County, it is hereby ordered that the State Highway Engineer proceed with the construction of grading and pavement on a section of Highway No. 35 extending from the north city limits into the City of Timpson, a distance of 0.313 miles, and the State Highway Engineer is hereby authorized to advertise for bids for this construction in conjunction with the work to be undertaken on the 1938 Regular Federal Aid Program Projects Numbered FAP 280 Reop., Unit IV and 201-B Reop., Unit III on Highway No. 35 extending from a point 1.70 mile south of Timpson to a point 0.297 miles north of Garrison.

14081

In Starr County, Highway No. 4, it is recommended that shoulders be widened and ditches be filled between Rio Grande City and Roma, a distance of 13 miles, at an estimated cost of \$31,651.00. Since P.W.A. funds for N.R.W.R. projects are all under approval or agreement, this work cannot be undertaken at this time, unless State funds are made available to sponsor the project.

It is, therefore, ordered by the Commission that \$8,320.00 State funds be appropriated to supplement Works Progress Administration and Public Works Administration funds, it being understood that P.W.A. funds, as they accrue, be applied to this project not to exceed 30% of the material and labor cost.

A.F.E. 37-342

14082

In Titus County, on Highway No. 1, it is ordered that bids be requested for the construction of surfacing on the connection to the business district of Mt. Pleasant, approximately 1.4 miles in length, in conjunction with the bids for the surfacing on Highway No. 1 from the Franklin County line to Mt. Pleasant.

14083

Travis County having agreed to secure the required right-of-way on Highway No. 2, from Austin North City Limits to Walnut Creek on location approved by the State Highway Engineer, Travis County is hereby requested to secure by purchase or condemnation the required right-of-way on Highway No. 2 from Austin North City Limits to Walnut Creek, on location approved by the State Highway Engineer, and the State Highway Engineer is hereby ordered to furnish to Travis County the necessary field notes and maps.

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14084

It is ordered by the Commission that Wheeler and Donley Counties be placed in Division No. 25, with headquarters at Childress, this being done in order that the mileages of highways between Division 25 and Division 4 at Amarillo may be more nearly uniform, it having been found that these counties can be handled from Childress as readily as from Amarillo.

14085

In Wichita County, it is ordered that a State Highway be designated from a connection with Highway No. 5, west of Wichita Falls, south to an intersection with Highway No. 30 on 10th Street and Beverly Drive. This designation is made on condition that Wichita County agrees to furnish such additional right-of-way as may be required.

It is ordered that this highway be taken over for maintenance and an appropriation for Six Hundred (\$600.00) Dollars is hereby made for maintenance for the fiscal year September 1, 1937 to August 31, 1938.
A.F.E. 37-343

14086

The agreement quoted below has been signed by the State Highway Commissions of Texas and Oklahoma, and is hereby made a part of the Official Minutes of the State Highway Commission:

"By agreement, a party of Oklahoma Highway Officials and Texas Highway Officials met at the Red River Bridge between Oklaunion, Texas, and Davidson, Oklahoma, at 11:00 a.m., on June 29, 1937. After an examination of the crossing, parties held a joint meeting at the public school building in Davidson, Oklahoma."

"Officials present were Chairman W. E. Grisso of the Oklahoma Highway Commission and Mr. John L. Coffey, Member; Mr. Van T. Moon, State Highway Engineer, Mr. Homer X. White, State Bridge Engineer. The Oklahoma Commission members present held proxies from the absent members of the Commission, Mr. Commons and Mr. Arnold. The Texas Highway Officials included Robert Lee Bobbitt, Chairman, John Wood and Harry Hines, Members of the Highway Commission, Gibb Gilchrist, State Highway Engineer, DeWitt C. Greer, Chief Engineer Designs and Construction, Herbert Eldridge, Bridge Engineer, E. C. Woodward, Division Engineer.

"These two commissions had under discussion the proposed construction of two bridges across Red River, one to be between Oklaunion, Texas, and Davidson, Oklahoma, on Highway No. 28 Texas and Highway No. 14 Oklahoma, and construction of a bridge on a route between Wichita Falls, Texas, via Petrolia, Clay County, Texas, and Waurika, Oklahoma. The discussion centered about those two proposals and the problem was whether one or both of said bridges should be constructed, and when the construction would proceed.

"After discussion by officials and engineers of the two Commissions, it was decided that Texas and Oklahoma would enter into a joint agreement, providing for the construction of both bridges, and the following represents the essential points of said agreement, which was voted unanimously by the Commissions of the two states assembled at Davidson, Oklahoma.

"First, that both states would submit, on their 1939 Regular Federal Aid Program, the construction of a bridge between Oklaunion, Texas, and Davidson, Oklahoma, and also construction of a bridge between Petrolia, Texas, and Waurika, Oklahoma; preliminary estimates indicating that the probable cost of each crossing would not exceed \$500,000.00, which would mean for each state an approximate apportionment of \$125,000.00 state funds and \$125,000.00 Federal Aid for each of the two structures.

"Second, it was agreed that construction of these bridges would be in accordance with the laws of the states or precedents already established, namely, that the project would extend from high ground or normal construction in one state across said river and bottom to high ground or normal construction in the other state, as has been done heretofore, the cost to be divided equally between the two states as heretofore.

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"Third, it was agreed and understood that the highway from Wichita Falls by way of Petrolia, Texas, to Waurika, Oklahoma, was not at this time on the Federal Aid System, but that the two commissions would submit this mileage at an early date for approval of the Bureau of Public Roads, to make the Petrolia-Waurika project available for Federal Aid.

"Fourth, it was agreed that the surveys and plans were to proceed on either structure, in order that contract for the project between Oklaunion and Davidson might be let at the January, 1938, meeting of the Texas and Oklahoma Commissions, and that the contract for the Petrolia-Waurika Bridge was to be let not later than September, 1938.

"Fifth, it was explained and understood that, while Texas expected to use 1939 Federal Aid on the Oklaunion Bridge, they would agree to the award of the contract in January and make arrangements for carrying the Texas share of the estimates until the Federal funds become available on July 1, 1938.

"Sixth, it was further agreed that Oklahoma might elect to use Federal Aid funds of an earlier year, which would be at their option, but both structures are to be built with funds already apportioned, not to be later than the 1939 Regular Federal Aid Program for the second of the two bridges, which is between Petrolia and Waurika.

"Seventh, the engineers of the two states are to arrange for surveys and plans, and are to divide the work between them as has been done in the past, to their mutual satisfaction.

"This memorandum agreement, when and if approved by the Highway Commissions of the two states involved, shall be recorded in the minutes of each commission and become a part of the official records."

14087 The appointment of Hal M. Bourland as Statistician in the Administrative Division, effective September 1, 1937, at a salary of \$250.00 per month, is hereby confirmed. This salary is to be charged to the Divisions since the work to be performed will be applicable and beneficial to all Divisions.

14088 The appointment of Robert J. Derby, Mrs. Olivia Menke and Tom Payne as Secretaries to Chairman Bobbitt, Commissioners Wood and Hines, respectively, at the salaries set out in the Legislative Appropriations and in Minute No. 14032, is hereby confirmed, to be effective September 1, 1937.

14089 It is ordered by the Commission that an Appropriation of \$9,800.00 be made to pay that part of the salaries and expenses of the Landscape Division for the fiscal year ending August 31, 1938, that is not directly distributable to projects, this amount to be distributed to Divisions.

A.F.E. 37-344

14090 It is ordered by the Commission that the State Highway Engineer be instructed to request the American Association of State Highway Officials to designate as a U. S. Route, State Highway No. 91 from the Oklahoma State line to Denison, then follow U. S. No. 75 to Dallas, same being part of a proposed route Omaha, Nebraska, to Dallas, Texas, requested by the State Highway Departments of Oklahoma, Kansas and Nebraska.

It is ordered that a copy of this order be furnished the State Highway Commissions of Oklahoma, Kansas and Nebraska.

14091 It is ordered by the Commission that Minute No. 13407, dated February 10, 1937, be amended to provide the following appropriations for the Highway Planning Survey:

From the 1935 Recovery Funds or such part of that amount	\$184,368.79
as may be unobligated by previous commitments.	
From the Works Program Highway Funds	179,840.25

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From the Works Program Grade Crossings Funds \$162,839.73
 From the 1936 Federal Aid Funds 116,662.56
 From the 1937 Federal Aid Funds 116,569.75
 From the 1938 Federal Aid Funds as Programmed 119,364.15
 An Appropriation of State Funds in the amount of
 is hereby made to match the 1936, 1937 and 1938
 Federal Aid Funds. 352,596.46
 The above appropriations are in addition to the \$50,000.00 State
 funds appropriated in Minute No. 12339 dated April 20th, 1936.
A.F.E. 37-345

14092

On the following Grade Crossing Protection Signal Projects an
 initial construction appropriation of \$27,310.00 State and Works Program
 Grade Crossing Funds is hereby made to be distributed to the projects
 listed below. This appropriation is conditioned upon the respective
 railroads furnishing materials on a force account basis, at costs not to
 exceed the actual and not to exceed the unit prices shown in the Engi-
 neer's estimate which prices are guaranteed by the Railroad Companies
 in their latest approved estimates and to install these signal projects
 on force account basis at actual costs in accordance with the approved
 agreement between the State and the Railroads on each project.

COUNTY	HWY.	PROJECT	RAILROAD	LOCATION	P.A. SET-UP
Potter	Str.	WPGM 972-A	Ft.W.&D.C.Ry.	On Tyler Str.in Amarillo	\$3,740.00
Potter	Str.	WPGM 972-B	" " " "	On Polk Str. in Amarillo	3,070.00
Potter	Str.	WPGM 972-C	" " " "	On Taylor Str. in Amarillo	3,330.00
Wichita	Str.	WPGM 973-B	" " " "	On Park Str. in Wichita Falls	5,470.00
Wilbarger	Str.	WPGM 973-G	" " " "	On Main Str. in Vernon	4,280.00
Baylor	30	WPGM 971-F	" " " "	On Main Str. in Seymour	4,370.00
Hays	2	WPGS 993-A	I. & G.N. Ry.	On No. 2 Loop North of San Mar- cos	3,050.00
					<u>\$ 27,310.00</u>

A.F.E. 37-346

14093

On the following projects on which bids were received on July 31,
 1937 and on which contracts have been awarded, an initial construction
 appropriation of \$804,450.00 of Regular Federal Aid Funds and State Funds
 is hereby made to be distributed to the projects shown below. This ap-
 propriation is conditioned upon the respective counties furnishing and
 fencing, without cost to the State, such right-of-way as may be required.

COUNTY	PROJ.#	HWY.	LENGTH	TYPE OF CONSTRUCTION	LOCATION	P.A. SET-UP
Kaufman	FAP 130-ACD	15	6.119	Gr. & Dr. Str.	Van Zandt Co. west to T. & P. Overpass	\$ 84,920.00
Mills	FAP 715-A	7	14.847	Gr. & Dr. Str.	Goldthwaite to Hamil- ton Co.	146,700.00
Angelina	SP 319-4-8	94	0.891	Irzon Ore Base & Asp.Surf.	9.17 S.W. of Lufkin to Neches River (1)	5,510.00
Burnet-	SP 252-2-7	66	9.448	Reshape Base &	Near Marble Falls to	
Blanco	SP 252-3-6			Dbl.Asp.Surf.Tr.	Round Mountain	40,100.00
Cochran	SP 130-1-2	24	13.454	Reshape Base &	3.0 Mi. W. of Morton to	
Floyd	SP 453-1-2	207	10.947	Asp. Pres.	New Mexico Line	17,000.00
Grayson	SP 410-1-7	160	12.157	Reshape Base &	Floydada to 1.0 Mi.	
Hill	SP 121-3-9	22	13.331	Asp. Pres.	North of Crosby County	13,400.00
				Concrete Pvt.	Dennison to Bells	211,100.00
				Crusher Run	Mertens to Hillsboro	80,100.00
				Stone Base-Dbl.		
Irion	SP 77-3-2	10	19.528	Asp. Tr.	4.0 Mi. E. of Barnhart	
	SP 77-4-3			Cal.Bs.& Dbl.	to S.L. of Mertzon	78,720.00

September 16, 1937

14093 continued--

COUNTY	PROJ.#	HWY.	LENGTH	TYPE OF CONSTRUCTION	LOCATION	P.A. SET-UP
Lynn	SP 297-5-3	84	11.203	Reshape Base & Asp. Pres.	Terry Co. to 5.0 Mi. West of Tahoka	\$ 13,700.00
Nacogdoches	SP 59-1-7	7	14.623	Iron Ore Base & Asp.Surf.	Attoyac R. Bridge (2) to Nacogdoches	68,900.00
San Saba	SP 289-6-2	81	1.299	Cherokee Cr. Br. & Appr.	0.5 N. of Cherokee	24,600.00
Trinity	SP 319-3-8	94	3.107	Iron Ore Base & Asp. Surf.	Neches R.Br. to 3.2 S.W. of Neches R. Br. (3)	19,700.00
						\$804,450.00

1. Includes \$1,328.39 for Asphalt Surfacing to be done by Maintenance Forces
2. Includes \$9,211.42 for Asphalt Surfacing to be done by Maintenance Forces
3. Includes \$4,805.93 for Asphalt Surfacing to be done by Maintenance Forces

A.F.E. 37-347

14094

On the following projects on which bids were received on August 27, 1937 and on which contracts have been awarded, an initial construction appropriation of \$1,218,912.00 of State, Regular Federal Aid and Works Program Grade Crossing Funds is hereby made to be distributed to the projects shown below. This appropriation is conditioned upon the respective counties furnishing and fencing, without cost of the State, such right-of-way as may be required.

COUNTY	PROJ.#	HWY.	LENGTH	TYPE OF CONSTRUCTION	LOCATION	P.A. SET-UP
Baylor	SP 124-5-2	23	11.954	Single Asp.Tr.	Wilbarger Co. to Mabelle	\$ 22,300.00
Cherokee	FAP 353-D	40	7.421	Dbl.Asp.Tr.	Alto south 7.4 Miles	15,100.00
Dallas	FAP 832-AC	14	0.704	Trinity R.Br. & Appr.	On Holmes Street	231,270.00
Eastland	WPGM 19-A	1	0.272	MK&T O-Pass	In Cisco	120,500.00
Ector	FAP 235-D	1	11.329	Gr.Dr.Str.,	Penwell to Crane Co.	145,100.00
Frio	FAP 273-	2	2.136	Frio R. Br. & Reop.	South of Pearsall	266,700.00
Hansford	SP 355-5-6	117	18.881	Seal Coat	Co. line to Co. line	11,420.00
Hudspeth	FAP 439-G	1	9.996	Concrete Pvt. & Asp.Surf. on		
	FAP 439-J			Bridge	McNary to Arroyo Balluco	193,780.00
Smith	FAP 147-	31	6.179	Conc.Pvt. & Reop.	3.65 N.E. of Tyler	
	SP 520-1-1	155		Base	9.20 N.E. of Tyler	142,062.00
Trinity	FAP 225-	19	1.834	Conc.Pvt.	In Trinity to 1.56 Mi.	
	Reop.				South of Trinity	44,600.00
Wise	SP 352-2-3	114	2.294	Gr.&Dr.Str.	Rhome to Aurora	26,080.00
						\$1,218,912.00

A.F.E. 37-348

14095

It is hereby ordered that the landscape projects listed and described below be added to the 1938 Regular Federal Aid Program:

ITEM NO.	DIV.NO.	COUNTY	HWY.NO.	LIMITS	ESTIMATED COST	FEDERAL FUNDS
9	21	Zapata	4	Starr Co. Line to Webb Co. line (Sections)	\$15,000.00	\$ 7,500.00
4	5	Hale	9	At Plainview	4,000.00	2,000.00
2	6	Martin	1	Approximately 5 Mi. West of Stanton	5,000.00	2,500.00
3	6	Ward	1	Between Monahans and Pyote	5,000.00	2,500.00
4	6	Reeves	1	West of Pecos	5,000.00	2,500.00

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14095 continued--

ITEM NO.	DIV.NO.	COUNTY	HWY.NO.	LIMITS	ESTIMATED COST	FEDERAL FUNDS
5	6	Ector	1	East of Odessa	5,000.00	2,500.00
6	6	Midland	1	East of Midland	5,000.00	2,500.00
5	19	Cass	47	Atlanta West	6,500.00	3,250.00
9	13	Jackson	12	At Navadad River	12,000.00	6,000.00

The State Highway Engineer is directed to submit requests to the U. S. Bureau of Public Roads providing for these program additions.

14096

It is hereby ordered that landscape projects listed and described below be added to the 1937 Regular Federal Aid Program:

ITEM NO.	DIV.NO.	COUNTY	HWY.NO.	LIMITS	ESTIMATED COST	FEDERAL FUNDS
5	17	Burleson	21	Between Caldwell and Brazos County line	\$15,000.00	\$7,500.00
12	10	Henderson	40	Between Athens and Anderson County line	12,000.00	6,000.00
13	10	Rusk	43	Between Tatum and Henderson	7,500.00	3,750.00

The State Highway Engineer is directed to submit requests to the U. S. Bureau of Public Roads providing for these program additions.

14097

WHEREAS, all agencies are interested in the subject of reducing accidents along the highways; and

WHEREAS, the Highway Department has been frequently petitioned to establish more effective controls such as electric flashers and electric stop lights on the highways; and

WHEREAS, before now it has been contrary to policy to either erect or participate in the cost of such signals; and

WHEREAS, public emergency now demands that consideration be given to this added protection to traffic, and that the former policy be modified to permit the use of such equipment at unusually dangerous points on the highways.

It is, THEREFORE, ordered as follows:

First, that the Highway Engineer be authorized to install and operate signal lights at highway intersections outside the corporate limits of cities where a survey shall have been made and it shall have been found that there is need and justification for such equipment.

Second, that the Highway Engineer be authorized to install and operate signal lights at the intersection of State highways with prominent county roads outside the corporate limits of cities where a survey shall have been made and need for such equipment established.

Third, the Highway Engineer shall be authorized to install signal lights at highway crossings with prominent streets inside the corporate limits of cities of less than 2500 population, conditioned that the municipality in which such signal device may be installed will pay for the cost of the power and operation.

Fourth, that all other requests for the installation of traffic signals on highways not in accordance with the above conditions and which may be considered desirable and representing unusual conditions will be acted upon separately and with special Commission approval only.

14098

Motion by Mr. Wood, seconded by Mr. Hines, that the special meeting of the State Highway Commission held in San Antonio, Texas was closed at 5:30 P. M. September 16, 1937.

APPROVED:

State Highway Engineer

See next page for certificate

ATTEST:

Secy.

Chairman

Member

Member

John Wood

I hereby certify that the above and foregoing pages constitute the full, true, and correct record of all proceedings and official orders of the State Highway Commission at its Two Hundred Thirty-sixth Meeting (a Special Meeting) held at Austin, Texas, on September 16, 1937.

M. S. Wiggins
SECRETARY

TEXAS STATE HIGHWAY COMMISSION